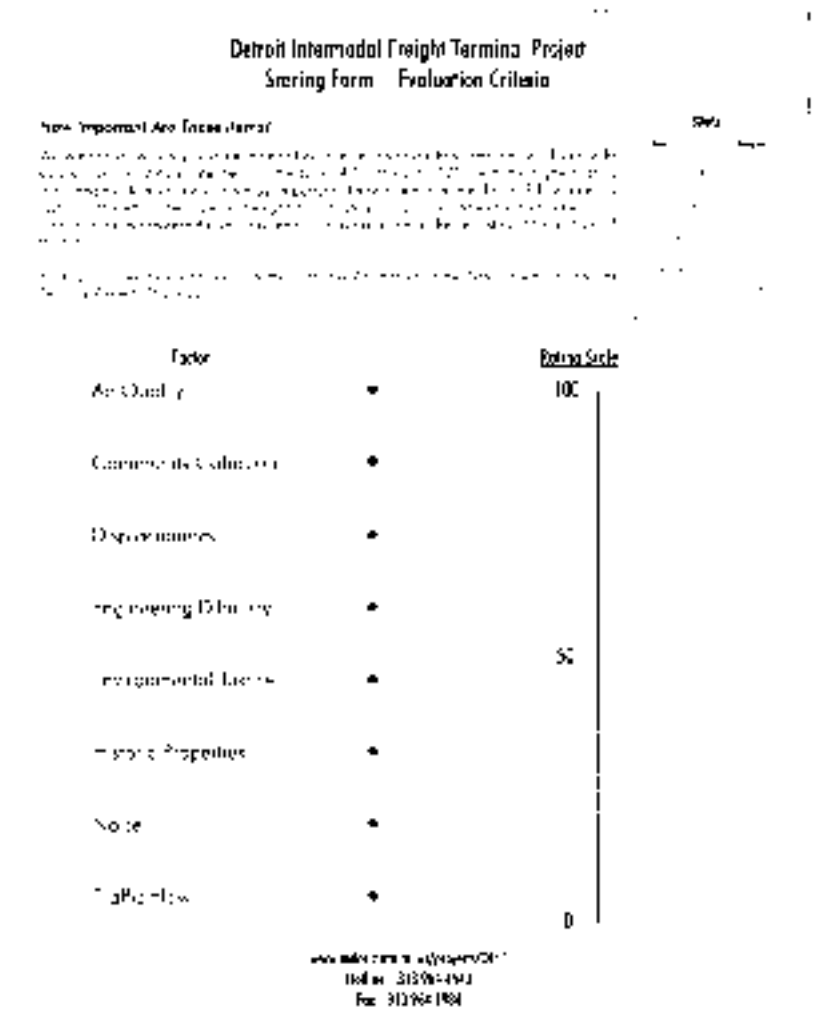
Figure S-10



Results

With the weighting results available, 12 members of the consultant team examined the evaluation data by segment and scored each for the three roadway alternatives. Each member of the team had spent weeks before the scoring studying the analysis segments and assembling the evaluation data. In doing this scoring the basic question to be answered for each evaluation factor is: "How will the study area (neighborhoods, street system, etc.) respond to the growth in roadway traffic from intermodal terminal activity?"

In answering this question, the area is viewed in the context of its setting., i.e., a densely developed urban place with a long-standing mix of land uses. If the response by the consultant evaluators is positive, the score is above 50; if negative, the score is less than 50.

The results of this scoring prior to weighting are shown in Tables S-5 through S-7. The results by weighting the evaluation factors are illustrated in Tables S-8 through S-10. The last three tables indicate there is no difference in outcomes of the evaluations by using the different factor weightings. That is not unexpected in light of the closeness of the ratings among the Local Advisory Council, the public and the Technical Team.

As noted earlier, a score over 50 is considered in the positive range. However, to make this feasibility test rigorous, a "factor of safety" is added by only accepting improvements which score over 65.

The information to now focus on is presented in Table S-7. It shows clearly that the depressed truck road in Alternative C has the lowest performance (score 56.07). It has negative characteristics in the areas of displacements (unweighted score 33.75), engineering difficulty (unweighted score: 24.58) and historics (unweighted score: 28.33).

So, the depressed truck road in Alternative C with an overall score of about 56 is not considered strong enough in its performance to be continued in the next phase of analysis.

The information to now focus on is presented in Table S-7. It shows clearly that the depressed truck road in Alternative C has the lowest performance (score 56.07). It has negative characteristics in the areas of displacements (unweighted score 33.75), engineering difficulty (unweighted score: 24.58) and historics (unweighted score: 28.33).

So, the depressed truck road in Alternative C with an overall score of about 56 is not considered strong enough in its performance to be continued in the next phase of analysis.

By now examining the data on Table S-6 for Alternative B, it can be seen that the truck-only road on railroad property performs very high (weighted score: 80.65). So, the truck-only road is considered by the consultant to be a practical proposal to be advanced to the next level of analysis. Areas on which to focus are highlighted on Table S-6. Specifically, the truck road's exit at Springwells is of concern because of its displacement and noise effects (Figure S-11 which is found at the end of this report). These potential impacts then draw attention to the areas of community cohesion and environmental justice. However, it is fair to recognize that the positive conditions realized along Dragoon and Livernois in the same impact areas are attributable to the truck-only road (compare Tables S-5 and S-6 in the areas of community cohesion and environmental justice). Further work is in order to attempt to mitigate the concerns at Springwells.

Now, by examining Table S-5 for Alternative A it can be concluded that each proposal that makes up the plan is acceptable as no analysis segment has a score lower than 65 and only two segments score lower than 75 (Wyoming 1 and Livernois 1). The circled cells on the table highlight key areas.

- Wyoming 1 (Figure S-12) – The residential community in this area is contained in a pocket west of Wyoming Avenue. Walking to nearby community facilities is not likely to happen very often. But, the congestion in the area expected in 2025 appears to thwart the ability of the residents of that area to have adequate access. This will also be the case for emergency services. Noise is also an issue. But, these situations develop whether or not the intermodal terminal is expanded.

- Livernois 1, 2 and 3 and Dragoon (Figures S-13, S-14 and S-15) – These areas are now traversed regularly by trucks. The future is expected to see traffic increase whether or not the intermodal terminal is expanded. This will generate noise that is not likely to be lessened unless trucks can be diverted to the truck-only road on railroad property.

- Lonyo and Central 1 (Figures S-16 and S-17) – The development of grade separations at the rail yard with Lonyo and Central will be difficult engineering challenges. They will protect the accessibility and cohesiveness of the residential area particularly along Central. But, it is likely that noise will be an issue along Central whether or not the intermodal terminal is expanded.

Consultant Position

The analysis approach with multiple "factors of safety," particularly in the traffic analysis area, has led the consultant to the conclusion that the depressed truck road should be dropped from further analysis. The consultant also believes that the Baseline roadway system can handle traffic expected with the maximum expansion of the intermodal terminal at the Detroit-Livernois Yard. The likely impacts in the eight categories studied are not expected to be significant; they are often the same whether or not the intermodal terminal is expanded. Where possible, some impacts can be mitigated. The consultant believes improvements in Alternative A would have a positive effect and should be further examined to determine the cost effectiveness of the following elements, in priority order:

- Grade separating Lonyo and Central from the rail lines at the rail yard.
- Rebuilding the ramps on the north side of the I-94/Livernois interchange.
- Reconfiguring the Wyoming/Kronk intersection.
- Modifying the I-94 exit to Wyoming.
- Resignalizing and, perhaps, realigning the Wyoming/Michigan Avenue intersection and the Michigan/Livernois intersection.

- Modifying the Waterman Avenue underpass of the rail line, which may not be needed if the truck-only road is chosen for implementation.

The community will be consulted to determine if it would prefer disconnecting Central from Kronk to address the expected noise impacts on Central that will occur whether or not the intermodal terminal is expanded.

The consultant believes the truck-only road on railroad property should be advanced with three key focuses:

- Discussing with MDOT and the railroad's engineers the proposal's operational viability.
- Studying the Springwells terminus, including the need for signalization of the new intersection with Springwells and farther north along Springwells in advance of the railroad overpass.
- Reviewing the cost effectiveness of this proposal.

Developing a road around the perimeter of the terminal to include a buffer should be studied. This may allow the existing John Kronk Street to become a circulator road internal to the terminal.

In advancing these proposed roadway improvements, the traffic analysis will be updated to reflect the expected future conditions. This will involve changes from the traffic forecasts covered by this document as they have been uniquely emphasized to create a rigorous test with a significant safety factor.

Next Steps

The public will be asked to review this document and its findings. Public meetings will be part of that discussion; they will be conducted on July 25 and July 26 at the following locations at 6:30 p.m.

Wednesday July 25, 2001	Thursday July 26, 2001
One-Stop Capital Shop 2051 Rosa Parks Boulevard	Dearborn Ice Skating Center 14900 Ford Road

As this input is received, the additional analysis of roadway proposals highlighted above will be undertaken. Additionally, the characteristics of Rail Strategies 1, 2 and 3 will be analyzed with Alternative B (i.e., Alternative A plus the truck-only road on railroad property) as the supporting roadway system. This latter work will consider possible consolidation/relocation of terminal gates. It will allow a comparison of rail strategies much along the lines of the evaluation of roadway alternatives covered in this document. But, it is clear at this point that the maximum rail strategy can fit within the Baseline roadway system.

Access to the project reports and personnel can be gained by e-mail at www.mdot.state.mi.us/projects/DIFT or by fax (1.313.964.1984) or by phone (1.313.964.4543 or 1.800.880.8241). If a meeting is desired, it can be scheduled by using the above addresses/phone numbers.

Table S-5
Consultant's Scoring of Alternatives
Alternative A

Segment	Air Quality	Community Cohesion	Displacements	Engineering Difficulty	Environmental Justice	Historics	Noise	Traffic Flow	Avg
Wyoming 1	82.50	68.33	78.33	74.42	63.58	86.25	45.75	57.92	69.64
Wyoming 2	83.08	78.67	85.67	94.58	74.00	86.25	88.33	77.50	83.51
Springwells	79.25	79.92	83.17	94.58	72.33	86.25	80.83	76.00	81.54
Lonyo	84.25	86.42	75.08	46.67	81.50	86.25	72.58	88.00	77.59
Central 1	83.50	86.67	73.00	54.42	82.00	86.25	60.08	81.58	75.94
Central 2	79.25	86.83	83.58	94.58	82.67	86.25	57.92	85.42	82.06
Central 3	79.25	83.33	86.08	94.58	78.92	86.25	65.67	85.42	82.44
Cecil	84.67	83.42	86.08	94.58	80.58	86.25	88.33	88.42	86.54
Waterman	79.67	81.42	86.08	94.58	79.25	86.25	88.33	61.42	82.13
Dragoon	86.50	71.17	85.83	94.58	68.00	86.25	63.17	88.42	80.49
Truck Tunnel									
Clark	79.25	82.83	85.42	94.58	79.75	86.25	88.33	88.42	85.60
Livernois 1	80.75	71.25	77.00	84.17	68.50	86.25	36.08	74.17	72.27
Livernois 2	80.33	69.42	84.83	94.58	67.67	86.25	48.08	83.50	76.83
Livernois 3	80.33	63.58	85.67	94.58	62.50	86.25	54.75	87.58	76.91
W. Grand/MLKing	86.67	82.92	86.50	94.58	77.83	86.25	88.33	88.00	86.39
Rosa Parks	86.67	83.08	86.50	86.08	78.42	86.25	88.33	88.42	85.47
Truck Road									

Source: The Corradino Group of Michigan, Inc.

Table S-6
Consultant's Scoring of Alternatives
Alternative B

Segment	Air Quality	Community Cohesion	Displacements	Engineering Difficulty	Environmental Justice	Historics	Noise	Traffic Flow	Avg
Wyoming 1	82.50	69.17	78.33	74.42	64.33	86.25	45.75	63.08	70.48
Wyoming 2	83.08	78.67	84.83	94.58	74.42	86.25	88.33	77.50	83.46
Springwells	79.25	60.42	61.58	82.92	57.17	85.42	44.00	79.33	68.76
Lonyo	84.25	86.42	75.08	50.83	81.50	86.25	72.58	88.00	78.11
Central 1	83.50	86.67	73.00	54.42	82.00	86.25	60.08	85.42	76.42
Central 2	79.25	86.83	83.58	94.58	82.67	85.42	57.92	81.58	81.48
Central 3	79.25	83.17	86.08	94.58	78.08	85.42	65.67	85.42	82.21
Cecil	84.67	83.42	86.08	94.58	80.58	86.25	88.33	88.42	86.54
Waterman	79.67	81.67	86.08	83.75	79.67	85.42	88.33	61.42	80.75
Dragoon	86.08	78.17	85.83	94.58	72.75	86.25	62.92	88.42	81.88
Truck Tunnel									
Clark	79.25	82.83	85.42	94.58	79.75	86.25	88.33	88.42	85.60
Livernois 1	83.58	71.50	77.00	84.17	68.92	86.25	36.08	74.17	72.71
Livernois 2	83.00	71.50	84.83	94.58	69.75	86.25	48.08	87.58	78.20
Livernois 3	83.00	75.33	85.67	94.58	72.92	86.25	54.75	88.00	80.06
W. Grand/MLKing	86.67	82.92	86.50	94.58	77.83	86.25	88.33	88.00	86.39
Rosa Parks	86.67	83.08	86.50	86.08	78.42	86.25	88.33	85.42	85.09
Truck Road	86.17	83.08	82.42	62.08	76.75	83.33	86.75	84.58	80.65

Source: The Corradino Group of Michigan, Inc.

Table S-7
Consultant's Scoring of Alternatives
Alternative C

Segment	Air Quality	Community Cohesion	Displacements	Engineering Difficulty	Environmental Justice	Historics	Noise	Traffic Flow	Avg
Wyoming 1	82.50	68.33	78.33	74.17	63.58	86.25	45.75	57.92	69.60
Wyoming 2	83.08	78.67	85.67	94.58	74.42	86.25	88.33	77.50	83.56
Springwells	79.25	79.50	83.17	94.58	72.33	86.25	80.83	75.83	81.47
Lonyo	84.25	86.42	75.08	48.75	81.50	86.25	72.58	88.00	77.85
Central 1	83.50	86.67	73.00	54.42	82.00	86.25	60.08	85.42	76.42
Central 2	79.25	86.83	83.58	94.58	82.67	86.25	57.92	85.42	82.06
Central 3	79.25	83.17	86.08	94.58	78.50	86.25	65.67	85.42	82.36
Cecil	84.67	83.42	86.08	94.58	80.58	86.25	88.33	88.42	86.54
Waterman	79.67	81.42	86.08	83.75	79.25	85.83	88.33	61.42	80.72
Dragoon									
Truck Tunnel	85.25	58.25	33.75	24.58	56.17	28.33	81.92	80.33	56.07
Clark	79.25	82.83	85.42	94.58	79.75	86.25	88.33	91.58	86.00
Livernois 1	79.50	69.58	75.33	84.17	68.25	86.25	36.08	74.17	71.67
Livernois 2	79.08	67.33	84.83	90.00	66.00	84.58	48.08	83.50	75.43
Livernois 3	79.08	68.00	41.83	90.00	63.08	42.92	76.17	88.25	68.67
W. Grand/MLKing	86.67	82.92	86.50	94.58	77.83	86.25	88.33	88.00	86.39
Rosa Parks	86.67	83.08	86.50	86.08	78.42	86.25	88.33	88.42	85.47
Truck Road									

Source: The Corradino Group of Michigan, Inc.

Table S-8
Evaluation Results by Group
Alternative A

Local Advisory Council

Weight	14.24%	13.65%	14.10%	7.91%	13.55%	9.88%	13.68%	12.99%	100.00%
Segment	Air Quality	Community Cohesion	Displacements	Engineering Difficulty	Environmental Justice	Historics	Noise	Traffic Flow	Total
Wyoming 1	11.75	9.33	11.05	5.89	8.62	8.52	6.26	7.52	68.93
Wyoming 2	11.83	10.74	12.08	7.48	10.03	8.52	12.08	10.07	82.83
Springwells	11.29	10.91	11.73	7.48	9.80	8.52	11.06	9.87	80.65
Lonyo	12.00	11.80	10.59	3.69	11.04	8.52	9.93	11.43	79.00
Central 1	11.89	11.83	10.29	4.30	11.11	8.52	8.22	10.60	76.77
Central 2	11.29	11.85	11.79	7.48	11.20	8.52	7.92	11.10	81.15
Central 3	11.29	11.38	12.14	7.48	10.69	8.52	8.98	11.10	81.57
Cecil	12.06	11.39	12.14	7.48	10.92	8.52	12.08	11.49	86.07
Waterman	11.34	11.11	12.14	7.48	10.74	8.52	12.08	7.98	81.40
Dragoon	12.32	9.71	12.10	7.48	9.21	8.52	8.64	11.49	79.48
Truck Tunnel									
Clark	11.29	11.31	12.04	7.48	10.81	8.52	12.08	11.49	85.01
Livernois 1	11.50	9.73	10.86	6.66	9.28	8.52	4.94	9.63	71.11
Livernois 2	11.44	9.48	11.96	7.48	9.17	8.52	6.58	10.85	75.47
Livernois 3	11.44	8.68	12.08	7.48	8.47	8.52	7.49	11.38	75.54
W. Grand/MLKing	12.34	11.32	12.20	7.48	10.55	8.52	12.08	11.43	85.92
Rosa Parks	12.34	11.34	12.20	6.81	10.63	8.52	12.08	11.49	85.40
Truck Road									
								Total Score:	79.77

Public

Weight	15.16%	13.86%	12.96%	8.29%	13.51%	10.50%	13.00%	12.72%	100.00%
Segment	Air Quality	Community Cohesion	Displacements	Engineering Difficulty	Environmental Justice	Historics	Noise	Traffic Flow	Total
Wyoming 1	12.51	9.47	10.15	6.17	8.59	9.06	5.95	7.37	69.26
Wyoming 2	12.60	10.90	11.10	7.84	10.00	9.06	11.48	9.86	82.84
Springwells	12.01	11.08	10.78	7.84	9.77	9.06	10.51	9.67	80.71
Lonyo	12.77	11.98	9.73	3.87	11.01	9.06	9.44	11.19	79.05
Central 1	12.66	12.01	9.46	4.51	11.08	9.06	7.81	10.38	76.97
Central 2	12.01	12.04	10.83	7.84	11.17	9.06	7.53	10.87	81.34
Central 3	12.01	11.55	11.16	7.84	10.66	9.06	8.54	10.87	81.68
Cecil	12.84	11.56	11.16	7.84	10.89	9.06	11.48	11.25	86.07
Waterman	12.08	11.28	11.16	7.84	10.71	9.06	11.48	7.81	81.42
Dragoon	13.11	9.86	11.12	7.84	9.19	9.06	8.21	11.25	79.64
Truck Tunnel									
Clark	12.01	11.48	11.07	7.84	10.77	9.06	11.48	11.25	84.97
Livernois 1	12.24	9.88	9.98	6.98	9.25	9.06	4.69	9.43	71.51
Livernois 2	12.18	9.62	10.99	7.84	9.14	9.06	6.25	10.62	75.71
Livernois 3	12.18	8.81	11.10	7.84	8.44	9.06	7.12	11.14	75.69
W. Grand/MLKing	13.14	11.49	11.21	7.84	10.52	9.06	11.48	11.19	85.93
Rosa Parks	13.14	11.52	11.21	7.14	10.59	9.06	11.48	11.25	85.38
Truck Road									
								Total Score:	79.88

Technical Team

Weight	14.43%	13.51%	12.93%	9.86%	12.80%	9.70%	12.81%	13.96%	100.00%
Segment	Air Quality	Community Cohesion	Displacements	Engineering Difficulty	Environmental Justice	Historics	Noise	Traffic Flow	Total
Wyoming 1	11.90	9.23	10.13	7.34	8.14	8.37	5.86	8.09	69.05
Wyoming 2	11.99	10.63	11.08	9.33	9.47	8.37	11.32	10.82	82.99
Springwells	11.44	10.80	10.75	9.33	9.26	8.37	10.35	10.61	80.90
Lonyo	12.16	11.67	9.71	4.60	10.43	8.37	9.30	12.28	78.52
Central 1	12.05	11.71	9.44	5.37	10.50	8.37	7.70	11.39	76.51
Central 2	11.44	11.73	10.81	9.33	10.58	8.37	7.42	11.92	81.59
Central 3	11.44	11.26	11.13	9.33	10.10	8.37	8.41	11.92	81.95
Cecil	12.22	11.27	11.13	9.33	10.31	8.37	11.32	12.34	86.28
Waterman	11.50	11.00	11.13	9.33	10.14	8.37	11.32	8.57	81.35
Dragoon	12.48	9.61	11.10	9.33	8.70	8.37	8.09	12.34	80.03
Truck Tunnel									
Clark	11.44	11.19	11.04	9.33	10.21	8.37	11.32	12.34	85.23
Livernois 1	11.65	9.63	9.96	8.30	8.77	8.37	4.62	10.35	71.64
Livernois 2	11.59	9.38	10.97	9.33	8.66	8.37	6.16	11.66	76.11
Livernois 3	11.59	8.59	11.08	9.33	8.00	8.37	7.01	12.23	76.19
W. Grand/MLKing	12.51	11.20	11.18	9.33	9.96	8.37	11.32	12.28	86.15
Rosa Parks	12.51	11.22	11.18	8.49	10.04	8.37	11.32	12.34	85.46
Truck Road									
								Total Score:	80.00

Source: The Corradino Group of Michigan, Inc.

Table S-9
Evaluation Results by Group
Alternative B

Local Advisory Council

Segment	Air Quality	Community Cohesion	Displacements	Engineering Difficulty	Environmental Justice	Historics	Noise	Traffic Flow	Total
Weight	14.24%	13.65%	14.10%	7.91%	13.55%	9.88%	13.68%	12.99%	100.00%
Wyoming 1	11.75	9.44	11.05	5.89	8.72	8.52	6.26	8.19	69.81
Wyoming 2	11.83	10.74	11.96	7.48	10.08	8.52	12.08	10.07	82.77
Springwells	11.29	8.25	8.68	6.56	7.75	8.44	6.02	10.31	67.28
Lonyo	12.00	11.80	10.59	4.02	11.04	8.52	9.93	11.43	79.33
Central 1	11.89	11.83	10.29	4.30	11.11	8.52	8.22	11.10	77.27
Central 2	11.29	11.85	11.79	7.48	11.20	8.44	7.92	10.60	80.57
Central 3	11.29	11.35	12.14	7.48	10.58	8.44	8.98	11.10	81.36
Cecil	12.06	11.39	12.14	7.48	10.92	8.52	12.08	11.49	86.07
Waterman	11.34	11.15	12.14	6.62	10.79	8.44	12.08	7.98	80.55
Dragoon	12.26	10.67	12.10	7.48	9.86	8.52	8.61	11.49	80.98
Truck Tunnel									
Clark	11.29	11.31	12.04	7.48	10.81	8.52	12.08	11.49	85.01
Livernois 1	11.90	9.76	10.86	6.66	9.34	8.52	4.94	9.63	71.61
Livernois 2	11.82	9.76	11.96	7.48	9.45	8.52	6.58	11.38	76.95
Livernois 3	11.82	10.28	12.08	7.48	9.88	8.52	7.49	11.43	78.99
W. Grand/MLKing	12.34	11.32	12.20	7.48	10.55	8.52	12.08	11.43	85.92
Rosa Parks	12.34	11.34	12.20	6.81	10.63	8.52	12.08	11.10	85.01
Truck Road	12.27	11.34	11.62	4.91	10.40	8.23	11.87	10.99	81.63
								Total Score:	79.48

Public

Segment	Air Quality	Community Cohesion	Displacements	Engineering Difficulty	Environmental Justice	Historics	Noise	Traffic Flow	Total
Weight	15.16%	13.86%	12.96%	8.29%	13.51%	10.50%	13.00%	12.72%	100.00%
Wyoming 1	12.51	9.59	10.15	6.17	8.69	9.06	5.95	8.02	70.13
Wyoming 2	12.60	10.90	10.99	7.84	10.05	9.06	11.48	9.86	82.79
Springwells	12.01	8.37	7.98	6.87	7.72	8.97	5.72	10.09	67.75
Lonyo	12.77	11.98	9.73	4.21	11.01	9.06	9.44	11.19	79.39
Central 1	12.66	12.01	9.46	4.51	11.08	9.06	7.81	10.87	77.45
Central 2	12.01	12.04	10.83	7.84	11.17	8.97	7.53	10.38	80.77
Central 3	12.01	11.53	11.16	7.84	10.55	8.97	8.54	10.87	81.46
Cecil	12.84	11.56	11.16	7.84	10.89	9.06	11.48	11.25	86.07
Waterman	12.08	11.32	11.16	6.94	10.76	8.97	11.48	7.81	80.52
Dragoon	13.05	10.83	11.12	7.84	9.83	9.06	8.18	11.25	81.16
Truck Tunnel									
Clark	12.01	11.48	11.07	7.84	10.77	9.06	11.48	11.25	84.97
Livernois 1	12.67	9.91	9.98	6.98	9.31	9.06	4.69	9.43	72.03
Livernois 2	12.58	9.91	10.99	7.84	9.42	9.06	6.25	11.14	77.20
Livernois 3	12.58	10.44	11.10	7.84	9.85	9.06	7.12	11.19	79.19
W. Grand/MLKing	13.14	11.49	11.21	7.84	10.52	9.06	11.48	11.19	85.93
Rosa Parks	13.14	11.52	11.21	7.14	10.59	9.06	11.48	10.87	85.00
Truck Road	13.06	11.52	10.68	5.15	10.37	8.75	11.28	10.76	81.56
								Total Score:	79.61

Technical Team

Segment	Air Quality	Community Cohesion	Displacements	Engineering Difficulty	Environmental Justice	Historics	Noise	Traffic Flow	Total
Weight	14.43%	13.51%	12.93%	9.86%	12.80%	9.70%	12.81%	13.96%	100.00%
Wyoming 1	11.90	9.34	10.13	7.34	8.23	8.37	5.86	8.81	69.98
Wyoming 2	11.99	10.63	10.97	9.33	9.53	8.37	11.32	10.82	82.94
Springwells	11.44	8.16	7.96	8.18	7.32	8.29	5.64	11.07	68.05
Lonyo	12.16	11.67	9.71	5.01	10.43	8.37	9.30	12.28	78.93
Central 1	12.05	11.71	9.44	5.37	10.50	8.37	7.70	11.92	77.05
Central 2	11.44	11.73	10.81	9.33	10.58	8.29	7.42	11.39	80.98
Central 3	11.44	11.24	11.13	9.33	9.99	8.29	8.41	11.92	81.74
Cecil	12.22	11.27	11.13	9.33	10.31	8.37	11.32	12.34	86.28
Waterman	11.50	11.03	11.13	8.26	10.20	8.29	11.32	8.57	80.29
Dragoon	12.42	10.56	11.10	9.33	9.31	8.37	8.06	12.34	81.49
Truck Tunnel									
Clark	11.44	11.19	11.04	9.33	10.21	8.37	11.32	12.34	85.23
Livernois 1	12.06	9.66	9.96	8.30	8.82	8.37	4.62	10.35	72.14
Livernois 2	11.98	9.66	10.97	9.33	8.93	8.37	6.16	12.23	77.61
Livernois 3	11.98	10.18	11.08	9.33	9.33	8.37	7.01	12.28	79.55
W. Grand/MLKing	12.51	11.20	11.18	9.33	9.96	8.37	11.32	12.28	86.15
Rosa Parks	12.51	11.22	11.18	8.49	10.04	8.37	11.32	11.92	85.05
Truck Road	12.43	11.22	10.66	6.12	9.82	8.08	11.11	11.81	81.26
								Total Score:	79.69

Source: The Corradino Group of Michigan, Inc.

Table S-10
Evaluation Results by Group
Alternative C

Local Advisory Council

Weight	14.24%	13.65%	14.10%	7.91%	13.55%	9.88%	13.68%	12.99%	100.00%
Segment	Air Quality	Community Cohesion	Displacements	Engineering Difficulty	Environmental Justice	Historics	Noise	Traffic Flow	Total
Wyoming 1	11.75	9.33	11.05	5.87	8.62	8.52	6.26	7.52	68.91
Wyoming 2	11.83	10.74	12.08	7.48	10.08	8.52	12.08	10.07	82.89
Springwells	11.29	10.85	11.73	7.48	9.80	8.52	11.06	9.85	80.58
Lonyo	12.00	11.80	10.59	3.86	11.04	8.52	9.93	11.43	79.16
Central 1	11.89	11.83	10.29	4.30	11.11	8.52	8.22	11.10	77.27
Central 2	11.29	11.85	11.79	7.48	11.20	8.52	7.92	11.10	81.15
Central 3	11.29	11.35	12.14	7.48	10.64	8.52	8.98	11.10	81.49
Cecil	12.06	11.39	12.14	7.48	10.92	8.52	12.08	11.49	86.07
Waterman	11.34	11.11	12.14	6.62	10.74	8.48	12.08	7.98	80.50
Dragoon									
Truck Tunnel	12.14	7.95	4.76	1.94	7.61	2.80	11.21	10.44	58.85
Clark	11.29	11.31	12.04	7.48	10.81	8.52	12.08	11.90	85.43
Livernois 1	11.32	9.50	10.62	6.66	9.25	8.52	4.94	9.63	70.44
Livernois 2	11.26	9.19	11.96	7.12	8.94	8.36	6.58	10.85	74.26
Livernois 3	11.26	9.28	5.90	7.12	8.55	4.24	10.42	11.46	68.23
W. Grand/MLKing	12.34	11.32	12.20	7.48	10.55	8.52	12.08	11.43	85.92
Rosa Parks	12.34	11.34	12.20	6.81	10.63	8.52	12.08	11.49	85.40
Truck Road									
								Total Score:	77.91

Public

Weight	15.16%	13.86%	12.96%	8.29%	13.51%	10.50%	13.00%	12.72%	100.00%
Segment	Air Quality	Community Cohesion	Displacements	Engineering Difficulty	Environmental Justice	Historics	Noise	Traffic Flow	Total
Wyoming 1	12.51	9.47	10.15	6.15	8.59	9.06	5.95	7.37	69.24
Wyoming 2	12.60	10.90	11.10	7.84	10.05	9.06	11.48	9.86	82.89
Springwells	12.01	11.02	10.78	7.84	9.77	9.06	10.51	9.65	80.64
Lonyo	12.77	11.98	9.73	4.04	11.01	9.06	9.44	11.19	79.22
Central 1	12.66	12.01	9.46	4.51	11.08	9.06	7.81	10.87	77.45
Central 2	12.01	12.04	10.83	7.84	11.17	9.06	7.53	10.87	81.34
Central 3	12.01	11.53	11.16	7.84	10.61	9.06	8.54	10.87	81.60
Cecil	12.84	11.56	11.16	7.84	10.89	9.06	11.48	11.25	86.07
Waterman	12.08	11.28	11.16	6.94	10.71	9.01	11.48	7.81	80.48
Dragoon									
Truck Tunnel	12.92	8.07	4.37	2.04	7.59	2.98	10.65	10.22	58.84
Clark	12.01	11.48	11.07	7.84	10.77	9.06	11.48	11.65	85.37
Livernois 1	12.05	9.64	9.76	6.98	9.22	9.06	4.69	9.43	70.84
Livernois 2	11.99	9.33	10.99	7.46	8.92	8.88	6.25	10.62	74.45
Livernois 3	11.99	9.42	5.42	7.46	8.52	4.51	9.90	11.23	68.45
W. Grand/MLKing	13.14	11.49	11.21	7.84	10.52	9.06	11.48	11.19	85.93
Rosa Parks	13.14	11.52	11.21	7.14	10.59	9.06	11.48	11.25	85.38
Truck Road									
								Total Score:	78.01

Technical Team

Weight	14.43%	13.51%	12.93%	9.86%	12.80%	9.70%	12.81%	13.96%	100.00%
Segment	Air Quality	Community Cohesion	Displacements	Engineering Difficulty	Environmental Justice	Historics	Noise	Traffic Flow	Total
Wyoming 1	11.90	9.23	10.13	7.31	8.14	8.37	5.86	8.09	69.03
Wyoming 2	11.99	10.63	11.08	9.33	9.53	8.37	11.32	10.82	83.05
Springwells	11.44	10.74	10.75	9.33	9.26	8.37	10.35	10.59	80.82
Lonyo	12.16	11.67	9.71	4.81	10.43	8.37	9.30	12.28	78.73
Central 1	12.05	11.71	9.44	5.37	10.50	8.37	7.70	11.92	77.05
Central 2	11.44	11.73	10.81	9.33	10.58	8.37	7.42	11.92	81.59
Central 3	11.44	11.24	11.13	9.33	10.05	8.37	8.41	11.92	81.88
Cecil	12.22	11.27	11.13	9.33	10.31	8.37	11.32	12.34	86.28
Waterman	11.50	11.00	11.13	8.26	10.14	8.33	11.32	8.57	80.24
Dragoon									
Truck Tunnel	12.30	7.87	4.36	2.42	7.19	2.75	10.49	11.21	58.60
Clark	11.44	11.19	11.04	9.33	10.21	8.37	11.32	12.79	85.67
Livernois 1	11.47	9.40	9.74	8.30	8.74	8.37	4.62	10.35	70.99
Livernois 2	11.41	9.10	10.97	8.87	8.45	8.20	6.16	11.66	74.82
Livernois 3	11.41	9.19	5.41	8.87	8.07	4.16	9.76	12.32	69.20
W. Grand/MLKing	12.51	11.20	11.18	9.33	9.96	8.37	11.32	12.28	86.15
Rosa Parks	12.51	11.22	11.18	8.49	10.04	8.37	11.32	12.34	85.46
Truck Road									
								Total Score:	78.10

Source: The Corradino Group of Michigan, Inc.